approved for the detectors using the response time criteria specified in the appropriate Technical Standard Order for the detector.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5678, Apr. 8, 1970; Amdt. 25–26, 36 FR 5493, Mar. 24, 1971]

§ 25.1207 Compliance.

Unless otherwise specified, compliance with the requirements of §§ 25.1181 through 25.1203 must be shown by a full scale fire test or by one or more of the following methods:

(a) Tests of similar powerplant configurations;

(b) Tests of components;

(c) Service experience of aircraft with similar powerplant configurations;

(d) Analysis.

[Amdt. 25–46, 43 FR 50598, Oct. 30, 1978]

Subpart F—Equipment

GENERAL

§ 25.1301 Function and installation.

Each item of installed equipment must—

(a) Be of a kind and design appropriate to its intended function;

(b) Be labeled as to its identification, function, or operating limitations, or any applicable combination of these factors;

(c) Be installed according to limitations specified for that equipment; and

(d) Function properly when installed.

§ 25.1303 Flight and navigation instruments.

(a) The following flight and navigation instruments must be installed so that the instrument is visible from each pilot station:

(1) A free air temperature indicator or an air-temperature indicator which provides indications that are convertible to free-air temperature.

(2) A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation.

(3) A direction indicator (nonstabilized magnetic compass).

(b) The following flight and navigation instruments must be installed at each pilot station:

(1) An airspeed indicator. If airspeed limitations vary with altitude, the indicator must have a maximum allowable airspeed indicator showing the variation of V_{MO} with altitude.

(2) An altimeter (sensitive).

(3) A rate-of-climb indicator (vertical speed).

(4) A gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) except that only a slip-skid indicator is required on large airplanes with a third attitude instrument system useable through flight attitudes of 360° of pitch and roll and installed in accordance with § 121.305(k) of this title.

(5) A bank and pitch indicator (gyroscopically stabilized).

(6) A direction indicator (gyroscopically stabilized, magnetic or nonmagnetic).

(c) The following flight and navigation instruments are required as prescribed in this paragraph:

(1) A speed warning device is required for turbine engine powered airplanes and for airplanes with V_{MO}/M_{MO} greater than 0.8 V_{DF}/M_{DF} or 0.8 V_{D}/M_{D}. The speed warning device must give effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds V_{MO} plus 6 knots or M_{MO} +0.01. The upper limit of the production tolerance for the warning device may not exceed the prescribed warning speed.

(2) A machmeter is required at each pilot station for airplanes with compressibility limitations not otherwise indicated to the pilot by the airspeed indicating system required under paragraph (b)(1) of this section.

[Amdt. 25–23, 35 FR 5678, Apr. 8, 1970, as amended by Amdt. 25–24, 35 FR 7108, May 6, 1970; Amdt. 25–38, 41 FR 55467, Dec. 20, 1976; Amdt. 25–90, 62 FR 13253, Mar. 19, 1997]

§ 25.1305 Powerplant instruments.

The following are required powerplant instruments:

(a) *For all airplanes.* (1) A fuel pressure warning means for each engine, or a master warning means for all engines with provision for isolating the individual warning means from the master warning means.